

RECEIVERS FOR BIG FLOUR CO.

PILLSBURY-WASHBURN CONCERN
SHORT OF READY CASH.

Minneapolis, Aug. 8.—Shortage of ready cash, an attempt on the part of English shareholders to freeze out American interests and alleged mismanagement are among the various reasons given for the application filed to-day for a receiver for the Pillsbury-Washburn Flour Mills Company, Ltd., Minneapolis.

None of the mills or elevators of the company will close down because of the receivership proceedings. It was emphatically announced to-day that operations would be more vigorously pushed than ever.

The Northwestern National, First National, Security National and Swedish-American National banks, all of Minneapolis, and the Second National Bank of St. Paul filed the petition for the receivership. John S. Pillsbury, Minneapolis, as a shareholder, is named among the applicants.

The proceedings were before Milton J. Purdy, United States Circuit Judge. The court appointed C. C. Long, C. S. Pillsbury and T. C. Cobb, all of Minneapolis, receivers. A joint bond of \$500,000 was required. Another meeting of creditors will probably be held before Judge Purdy Monday.

The estimated assets of the Pillsbury-Washburn and allied companies are \$15,000,000. The unsecured liabilities are \$5,000,000, and the secured liabilities \$4,000,000. The greater part of the indebtedness of the concern is in the shape of notes ranging from \$1,000 to \$125,000.

Large and small banks all over the United States, but principally in the West and Northwest, are among the creditors. Almost every bank in Minnesota holds notes against the company. Banks in Chicago, New York, Omaha, St. Louis, Kansas City, Milwaukee, Des Moines, Keokuk and other large cities hold promissory notes given by the concern.

The receivers appointed to-day are required to report to Judge Purdy inside of ninety days, giving an accurate account of the condition of the company.

The company, it is said on good authority, is as well off now as ever before. Its present straits, it is said, are due to a lack of ready cash with which to fill export contracts for flour. The greater part of its holdings are in the shape of real estate, mills, elevators and similar property.

Jacob Newman and C. W. Folds, attorneys of Chicago, the former representing creditors in the sum of \$1,500,000, the latter for \$5,000,000, appeared before the court for their respective creditors.

The Pillsbury-Washburn Flour Mills Company, Ltd., was incorporated in England in 1899. There are 100,000 shares at \$10 each, capitalizing the company at \$1,000,000.

John S. Pillsbury owns 1,984 shares of preferred stock and about the same number of common shares. He is said to be the largest single stockholder.

The company controlled the Minneapolis Milling Company, the St. Anthony's Falls Water Power Company, the Minneapolis and Northern Elevator Company and other subsidiary corporations and 5,000 agencies in all parts of the world.

The petition for a receiver was not fought by the company. It was admitted in the reply to the petition, filed to-day, that the company owned about \$9,000,000, \$4,000,000 of which is secured by mortgages.

The Pillsbury-Washburn Flour Mills Company is an outgrowth of the A. Pillsbury Company. According to the papers filed to-day the company's receipts during the last fiscal year were \$23,000,000.

The creditors applying for a receiver in the petition name the following sums as due them: Security National Bank, \$75,000; First National Bank, \$75,000; Swedish-American Bank, \$50,000; Northwestern National Bank, \$125,000; Second National Bank, St. Paul, \$15,000.

The company's bonded indebtedness of \$4,000,000 and the \$5,000,000 or \$6,000,000 of estimated indebtedness on outstanding paper will come before the stock in the settlement of the company's affairs.

The plans for the reorganization of the company are already tentatively discussed in financial circles. The milling plants of the company will continue to operate under the receivership without any cessation in the manufacture or marketing of the Pillsbury-Washburn product. While no one can say what the outcome of the receivership will be it is generally understood that a reorganization of the Pillsbury-Washburn corporation will be undertaken and accomplished probably within the year.

Minneapolis bankers stated to-day that they had believed in the Pillsbury-Washburn paper and had been recommending it to purchasers, but that they themselves did not hesitate to state that they were carrying it now and had confidence that it would prove sound and profitable. The belief that the paper of the company is good and will be paid has inspired confidence on every side.

The immediate work of the receivers will be that of examining the books of the parent company and its subsidiaries with a view of preparing an accurate statement of finances. This work will take about ten days.

The sale of the Pillsbury mill was made to the English syndicate in 1887. At that time it was the largest deal in manufacturing property ever made in the Northwest. Besides the interest of C. A. Pillsbury & Co. there was taken over the property of the W. D. Washburn Mill Company and the St. Anthony Water Power Company, owned by James S. Hill and his associates.

The entire property was incorporated under the name of Pillsbury-Washburn Flour Mills Company.

C. A. Pillsbury, the founder of this company, was one of the pioneers in the modern milling industry. When he came to Minneapolis, in 1869, the city was already a milling centre of some note, but the mills were old fashioned stone mills. They soon gave way to the steel rollers from which modern milling dates its birth and for which the credit is largely due to C. A. Pillsbury.

Mr. Pillsbury died in 1899 and the management of the company was entrusted to Henry L. Little, one of his protégés.

The main offices of the Pillsbury-Washburn Flour Mills Company are in London. The company was incorporated in 1889 under the laws of Great Britain. It owns five of the largest flour mills in the world and has an aggregate capacity of 20,000 barrels a day. It owns in addition the water power on both sides of the Mississippi River at Minneapolis, with two dams of 45 feet and 25 feet head respectively.

The former supplies power for the company's mills and other mills in the city, and the latter is leased to the Minneapolis General Electric Company, which furnishes power to all the street railroads of Minneapolis and St. Paul. A representative

of the company said yesterday that the income from the water power alone could be made to pay 5 per cent. on the company's total capitalization.

The New York representative of the company is George A. Zabriskie. The receivership, he said, was a friendly proceeding taken as a preliminary to reorganizing the company and obtaining additional working capital. He denied that the embarrassment was in any way due to speculation in the wheat market, but said that it was caused entirely by business conditions prevailing generally since the panic, that is, to slow collections, a decrease in sales and to inability to sell mercantile paper as readily or in as large amounts as previously. He could make no estimate of the amount of liabilities.

The business of the company will not cease for an instant as a result of the receivership, Mr. Zabriskie continued. "Last May the directors of the company decided to postpone the payment of the dividend on the preferred shares which had been voted in December until such time as the board resolved payments could be conveniently made. Since then the need for additional working capital has become more urgent and it was decided that it was for the best interest of all to reorganize. I do not know whether the reorganized company will be a British or an American corporation, but I understand that plans for reorganization are well under way."

"The plan contemplates the raising of additional money from the stockholders. No creditor will be asked to shade his claim or will lose a dollar. The receivership is more in the nature of a reorganization than a failure, and the company will come out of the receivership stronger than ever before."

The company has a total capitalization of \$9,000,000, divided into \$2,500,000 common, \$3,000,000 cumulative 5 per cent. preferred and \$4,000,000 first mortgage 6 per cent. debentures. Dividends at the rate of 4 per cent. on the common were paid in the first two years of the company's existence but were then discontinued. Regular 5 per cent. dividends have been paid on the preferred up to this year. In the fiscal year ended June 30 last the company had net earnings of \$400,000 and reported a surplus of \$65,000 after the payment of dividends.

The stock is listed on the London Stock Exchange and is dealt in there only, although about 70 per cent. of it is held in this country. Of the debentures about 50 per cent. are held in England. Richard H. Glynn, a London banker, is chairman of the board, and the directors are George Clouette, Richard H. Glynn, Sydney T. Klein and Frank Spencer, all of London. All the business apart from the financial direction was conducted by an American committee consisting of C. M. Amsden, William de la Barre, Henry L. Little, A. F. Pillsbury and W. D. Washburn, all of Minneapolis.

The company has been a gorgeous success and the pictures of the beautiful young female cooks who will have no flour but Pillsbury's have gone over the world.

WM. REYNOLDS IN AUTO WRECK.

Brooklyn, N.Y.—Senator's Father Taken 10 Miles in an Ambulance to His Home.

William Reynolds, father of ex-Senator Reynolds of Brooklyn, had two ribs broken and was otherwise injured in an automobile accident near Ocean Side, L. I., yesterday afternoon and was brought in an ambulance to his home at 255 Jefferson avenue, Brooklyn.

Mr. Reynolds and G. W. Lounsbury of the Long Beach company were on their way from Jamaica to Long Beach in ex-Senator Reynolds's automobile with Edward Lawson, the chauffeur, driving. When they neared a point known as stop 102 at Ocean Side Lawson slowed up because of westbound cars of the New York and Long Island Traction Company, which cross the road at this point, are hidden from view by a thick growth of underbrush and also by an extension of Hamill's Hotel.

Just as the automobile was crossing the tracks a westbound trolley car, in charge of Mother McKee, crossed the tracks and struck the automobile in the middle and toppled it over on its side. Neither the trolley car nor the automobile was going at a high rate of speed, or it is probable that those in the automobile would have been killed. As it was, the automobile barely toppled over in the roadway. Mr. Reynolds was hurt by being caught by the tonneau, which struck him in the side.

Dr. Frank T. Delano of Rockville Centre, who was passing, summoned an ambulance from the Nassau County Hospital at Mineola, and after it was found that Mr. Reynolds had two ribs broken it was decided to get him to his home in Brooklyn at once. Mr. Reynolds was taken to the ambulance and after it was found that Mr. Reynolds had two ribs broken it was decided to get him to his home in Brooklyn at once.

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P. S. BOARD WITH THE PUBLIC

SETS OUT TO HELP THE CITIZEN
IN TRANSFER MATTER.

Will Seek to Prove Discrimination Against the Central Part of the City—Says John D. Crimmins is Wrong in Blaming It for Discriminating the Transit Unit.

At the public hearing to be held next Tuesday by the Public Service Commission on the cutting off the Fifty-ninth street transfers the members of the board will give their attention not so much to the question of the profitability of the Belt Line as to the fact that the stopping of the transfer privileges on Fifty-ninth street works a hardship to the residents of a large part of the city.

Between Thirty-fourth and 116th streets the only cross-town line on which passengers could transfer since the Metropolitan went into the hands of the receivers was the Fifty-ninth street. Below Thirty-fourth street and above 116th there are many cross-town transfer lines, and at Tuesday's hearing the commission will maintain that it is within its power to prevent discrimination on the part of the railroad companies against some particular section of the city.

The formal order for the two companies to show cause why they should not establish joint rates specified that the commission would confine itself to considering the existing joint rates on these routes.

From any point in the line indicated below in class No. 1, thence northward along any one of the said lines to and along the Fifty-ninth street line of the Central Park, North and East River Railroad Company and thence northward on portion of the line indicated below in class No. 2 and in the reverse direction.

Class No. 1.—The portions of north and south lines operated by the receivers of the Metropolitan Street Railway Company north of Fifty-ninth street as far as Fifty-ninth street.

Class No. 2.—The portions of north and south lines operated by the receivers of the Metropolitan Street Railway Company north of Fifty-ninth street as far as Fifty-ninth street.

Travis H. Whitney, secretary to the Public Service Commission, replying yesterday on behalf of the board to the criticism made by John D. Crimmins that the breaking up of the transportation unit in Manhattan was due to the orders which had been issued by the commission, said that the board was not in a position to overrule the orders issued by the commission.

The most important order issued by the Metropolitan receivers, Mr. Whitney said, "required them to overhaul all of their cars and put them in a perfect operating condition before they could be used."

The work of overhauling the open cars was completed in time to have good cars for use during the summer, requiring the expenditure of several hundred thousand dollars and the employment of something like 500 additional men by the receivers. They are now under orders to overhaul the cars during the winter at the rate of 100 a month and to complete this by the end of September in order that these cars may be fit for service during the winter.

These two orders, undoubtedly expensive to the receivers, but to the residents of Manhattan who knew the condition of the cars at the time the receivers came into possession of the lines such orders will hardly be regarded as unwise or without value.

The other important class of orders issued by the receivers was the order that the public service commission should afford adequate service and have sufficient cars to meet the requirements of the city, which may be reasonably anticipated, unless relieved therefrom by order of the court.

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BUFFALO LADY KILLED.

Edward M. Seward the Victim of Collision Between Auto and Trolley Car.

BUFFALO, Aug. 8.—Edward M. Seward, a prominent lawyer and citizen, was instantly killed today by a collision of his automobile with a trolley car. Joseph Dart, also of a prominent family, escaped with a few injuries. The car, with Seward driving, was running on Main street at a high rate of speed. Seward was keeping the wheels in the outbound car tracks. An incoming car on the opposite track approached at the rate of about twenty miles an hour. Probably on account of a defect in the steering of the trolley car the automobile swerved over the front of the trolley car and the two met in head on collision.

The crash shattered the trolley and crumpled the automobile up like a paper box. Seward was tossed high in the air and his body struck the roof of the trolley in descent. Dart was not thrown out. He was taken to a hospital, where it is said that his injuries are not serious. Seward was an enthusiastic motorist and drove much at night.

SENATOR ALLISON'S FUNERAL.

Unusual Evidence of Grief Mark Last Night Over Iowa Statesman.

Dubuque, Ia., Aug. 8.—As he lived, so was Senator William B. Allison buried to-day in a manner devoid of all ostentation. The services were simple and consisted of reading from the Scriptures and a prayer. The Rev. G. T. Bergen of the Westminster Presbyterian Church officiated. There was no music. The interment was private, and after the Presbyterian minister had read the body of the Senator was lowered into its last resting place on the hillside which overlooks the Mississippi River.

The city was in mourning. Evidence of grief was everywhere manifest. Sorrowfully every man, woman and child in Dubuque wore a miniature picture of the departed Senator with a black ground of crepe. Large portraits draped in black appeared in nearly every store, shop and residence window. Even the street cars were draped in black.

Gov. Cummins and all the State officials and hundreds of private citizens were present from all parts of the State. The Senatorial delegation, headed by Vice-President Fairbanks, and the members of the Congressional delegation reached Dubuque shortly after noon and were met by a citizens' committee and conveyed to the hotel where they remained overnight.

Vice-President Fairbanks led the long funeral cortege to the cemetery gate, where the casket was introduced at the last session of the friends and neighbors entered with their help.

CARRIED DEAD CHILD ON A CAR.

Italian Woman's Infant Died While She Was Returning From Astoria, L. I.

A heartbroken mother carrying a dead infant in her arms was the unusual cause of a small panic aboard a Flushing avenue trolley car bound for the Ninety-second street ferry in Astoria about 10 o'clock Friday morning.

When the passengers found out about it they heard the conductor stop the car, and then Detective William Hennessy, who happened to be in the vicinity, was called. Hennessy quieted the women and children passengers by taking the weeping woman with her child off the car.

At the Astoria station house the woman said she was Mrs. Rose Galardo, of 220 East 103d street, Manhattan, where her husband is engaged in the coal and ice business. The dead infant was her daughter Esther, 1 year old. Doctors told her that the child was hopelessly ill, and on Friday she visited her brother, Michael, and Nicholas Spinozo, at 40 Goodrich street, Astoria, so they might see the child alive once more.

She remained overnight at her brother's home, and on Saturday morning the child died in her arms and she concluded to continue her journey back to her home carrying the infant.

Later when arraigned before Magistrate Connolly charged with attempting to carry a dead body out of the county without a coroner's permit she repeated that she was left in the Astoria station house until a permit for its removal to Manhattan was obtained from the Queens Coroner's office.

TO IMPROVE MINING METHODS.

Experts From Belgium, Germany and England to Work With U. S. Officials.

BOONVILLE, Ind., Aug. 8.—Senator Hennessy has been notified that Capt. Desbrough, chief of the British explosive commission; Mr. Meisner, head of the German mining service, and Mr. Watteyne, head of the Belgian mining service, have accepted an invitation from the Secretary of the Interior to visit the United States to confer with officials of the Geological Survey as to the best method to be adopted for the improvement of mining methods and prevention of coal mining accidents.

The investigation will be made in accordance with a resolution which Senator Desbrough introduced at the last session of Congress, when an appropriation was made for determining methods to prevent the loss of life in the mines of this country and to develop a more scientific method of mining to save the waste of coal.

GIRL MOONSHINER'S BATTLE.

Drives on Revenue Agents After Mortally Wounding One in Third Fight.

SENECA, Ky., Aug. 8.—For half an hour to-day Miss Mary Fouts, a plucky woman moonshiner, 27 years of age, of Beaver Creek, stood off United States Marshal F. M. Blair and deputies in a battle in which some sixty shots were fired.

It was not until Deputy Marshal Hiram Day was mortally wounded by a shot from the woman that the officers retreated.

The woman occupied an advantageous position in a ravine overlooking the public roadway near her still. She has long been wanted by the Government authorities, having been convicted three times for being the third time she has engaged them in battle.

AMPUTATION IN THE STREET.

Physician Acts Quickly for Boy Run Over by a Car, but the Boy Dies.

Eleven-year-old Charles Norik, whose parents live at 148 Guernsey street, Williamsburg, was run over by a Lorimer street trolley car at Lorimer and Meserole streets yesterday afternoon while trying to steal a ride and died three hours later of his wounds.

He was compelled to amputate to boy's left arm and leg in the street. The accident caused a lot of excitement in the neighborhood. The woman occupied an advantageous position in a ravine overlooking the public roadway near her still. She has long been wanted by the Government authorities, having been convicted three times for being the third time she has engaged them in battle.

W. J. BREWER INDICTED.

Inventor Accused of Stealing a Patent From a Bayonne Company.

William J. Brewer, promoter of the Radial Bearing Company of Bayonne and inventor of several ball bearing appliances, was indicted by the Grand Jury in that city yesterday on a charge of grand larceny. On April 19 last he disappeared from Bayonne, and Luther G. Geddes, secretary of the company, charged him with stealing designs essential to the continuance of their work.

The indictment has been found on the complaint of J. E. Radford, president of the company, who is now in New York, having taken an automobile patent worth \$300. Brewer, who waived extradition, was taken to Bayonne by Detective Sergeant Edward Griffin. He denied the charge.

FARMERS ENJOY BIG SEA DAY

AN OLD FASHIONED "JERSEY WASH" AT SEA GIRT.

Three Thousand Rustics Go in Wagons for Their Annual Plunge in the Surf—Presidents of the Jersey Shore Association and the Jersey Shore and Shell Game Men.

SEA GIRT, N. J., Aug. 8.—"Big sea day," with all its attractions for rustic New Jersey from forty miles around this place, came off to-day according to schedule, for the second Saturday in August has been for time immemorial the day upon which the farmers take their annual dip in the surf. There were fully 3,000 of them and their wives and children here.

"Salt water day," as the occasion is also known, has been an institution whose accumulating history is handed down from one generation to another of farmer folk, and the annual pilgrimage to the ocean from all parts of the country hereabouts is as fixed on the farmers' calendar as Christmas or Thanksgiving.

The visitors began to arrive last night in their "black Maria" wagons, and these were soon converted into miniature hotels, with the family, if it was not too large, sleeping inside and the horses and dogs tied outside.

This morning the early arrivals were up at the first peep of dawn, and most of them put on bathing suits and remained in the surf until they left for home. These visitors were soon greeted there who came from all directions and some of whom had been travelling all night. After a handshake and a how do do the later arrivals were soon in their bathing suits and making a bee line for the ocean.

Bathing suits were varied, but the old style of a pair of overalls or a calico dress is gradually disappearing as the years go by, to be replaced by the more modern styles.

For the first three or four hours this morning the scene presented was the old fashioned "Jersey Wash," but toward noon the summer sojourners who were near by began to mix with the visitors around the fakers and sideshows, and by the middle of the afternoon farmers and their families were in the minorizing. Touring automobiles were to be seen alongside the most antiquated farm wagons, and smart wagons driven by stylishly dressed women arrived on the scene at the same time with antique stages loaded with pleasure seekers from Freehold and other towns back in the farming section.

The day passed without special incident. There were frequent "rescues" of faint hearted women who were knocked down in a couple of feet of water by a big wave and who at once began to yell for help, in that manner getting full of salt water. They were soon pulled out and the water poured out of them; most of them were bathed in a dip for "salt water day" comes to them but once a year.

Assistant Prosecutor A. J. C. Stokes of Monmouth county had his detectives on the beach all day and as a result there was but little chance for the beer arks and their proprietors who were trying to furnish liquor to the men from the farms. These men also kept on the lookout for shell game men and other fakers, and several of the gentry were shown the way to the railroad station.

Tonight there was a long string of farmers' wagons heading in all directions from here, out of the back of which stuck the year's supply of wild geese at the county racks or purchased, thirteen for a dollar, of a vendor who disposed of nearly two wagonloads of them.

AMATEURS MAKE GOOD ASCENT.

Three Men Never Before in a Balloon Make Six Hour Trip.

CANTON, Ohio, Aug. 8.—Despite the fact that they had never been in a balloon before and knew little about managing one J. H. Wade, Jr., A. H. Morgan and Walter J. Monroe of Cleveland to-day made an ascent from here in the Sky Pilot, owned by Messrs. Wade and Morgan.

They had engaged Leo Stevens of New York, a professional aeronaut, to pilot the balloon for them, but he failed to appear. So Wade volunteered to act in his place. After sailing through the clouds for nearly an hour the big balloon landed in a cornfield two miles south of Stillwell, Ohio, fifty miles from here. The men had intended to make a short trip, and at nightfall, when nothing was heard from them, it was feared that they had met with some accident.

When the descent was made the basket of the balloon was dragged some distance over hilly country before the aeronauts could alight. The farm house was sent to Stillwell by telephone, and an automobile was sent out to take the voyagers into town.

The balloon on its trip was allowed to ascend to a height of 5,000 feet and at several places it descended near enough to the earth so that the balloonists' shouts could be heard.

MADE INSANE BY ACCIDENT.

Engineer Blames Himself for Death of His Fireman.

WILKESBARRE, Pa., Aug. 8.—Brooding over an accident in which his fireman was killed, and holding himself to blame for it, John Bonavitch of Kingston, one of the best known engineers on the Delaware, Lackawanna and Western Railroad, was committed last evening to the insane asylum at Danville.

Bonavitch had charge of a switching engine in the yards at Washington, N. Y. About a month ago his engine collided with another, and James Hull of Newton, N. Y., who was Bonavitch's fireman, was so badly injured that he died the next day.

The accident, and especially the death of his fireman, so preyed upon the mind of the engineer that he fled from Washington and hid himself in a rooming house at Kingston where he may be dead a week ago when he appeared at